

Approved For Release 2000/05/24 : CIA-RDP75

NIARCHOS ORDERS 20 VESSELS BUILT

**\$100,000,000 Project Is One
of Most Ambitious Private
Ship Deals on Record**

Approximately \$100,000,000 in orders for twenty new vessels have been placed by Stavros S. Niarchos, wealthy Greek shipowner. The project is one of the most ambitious private construction programs ever launched.

The building program, the second undertaken by Mr. Niarchos in the post-war era, extends through the next two years. Upon completion, it will give him the largest privately owned fleet in the world.

More than 630,000-deadweight tons of tankers and cargo ships, were built in the first program, and this latest plan will add some 900,000-deadweight tons.

With the addition of the twenty ships to his present forty-five, Mr. Niarchos' fleet will move to within striking distance of the 2,000,000-deadweight tonmark.

A spokesman for Transoceanic Marine, Inc., which represents Mr. Niarchos here, said the present series called for the construction of one 46,000-deadweight ton tanker and two others of 32,600 tons each in United States shipyards; eight 40,500-ton tankers and three cargo ships, each of 12,400-deadweight tons in Japan; two 38,500-ton tankers and two 19,000-ton bulk carriers in Sweden, and two tankers of 21,500 tons in Germany. The American orders were placed with Bethlehem Steel Company shipyards.

Second Largest Here

The big tanker will be the largest commercial vessel ever built in this country except the superliner United States. This 46,000-tonner will be 737 feet long, have a 102-foot beam and a speed of at least sixteen and one-half knots. This vessel will be constructed at Bethlehem's Quincy, Mass., yard.

The two 661-foot, 32,600-deadweight-ton tankers are to be built at the steel company's Sparrows Point, Md., shipyard. They will be capable of speeds above seventeen knots. All three will be operated under United States registry.

The eight Japanese-built tankers will be about 710 feet in length, ninety-six feet in beam and have speeds of seventeen knots. Four will be constructed at the Nagasaki yard of the Mitsubishi Shipbuilding and Engineering Company, and two each by Nippon Kokan Kabushiki Kaisha, at Yokohama, and Mitsubishi Nippon Heavy Industries, also at Yokohama.

Mitsubishi Shipbuilding and Engineering has the contract for the three 564-foot, fifteen-knot cargo ships, which will be constructed at the company's Hiroshima shipyard.

The Kockums Shipyard, at Malmo, Sweden, will build two specially designed bulk carriers for the Niarchos interests. They will have a fully loaded speed of about fourteen and a half knots. The yard also will build two 700-foot, seventeen-knot tankers.

The two tankers to be constructed in Germany will be diesel-powered. These 21,500-deadweight ton vessels will have a length of almost 600 feet and a speed above sixteen knots.

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